

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"2,363 tonsCaptain H. D. Jones.
 "POWAN,"2,338 " " W. A. Valentine.
 "FATSHAN,"2,260 " " R. D. Thomas.
 "HANKOW,"3,073 " " C. V. Lloyd.
 "KINSHAN,"1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"1,998 tonsCaptain G. F. Morrison, R.N.R.
 Departures from Hongkong to Macao on week days at 2 P.M. Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"2,119 tonsCaptain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"588 tonsCaptain J. Willox.
 "NANNING,"569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunkai, Maoming, Kunming, Kiao-Kong, Samshui, Howik, Shiu-Hing, Luk-Po, Luk-To, Lo-Fing-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak HingSingle \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

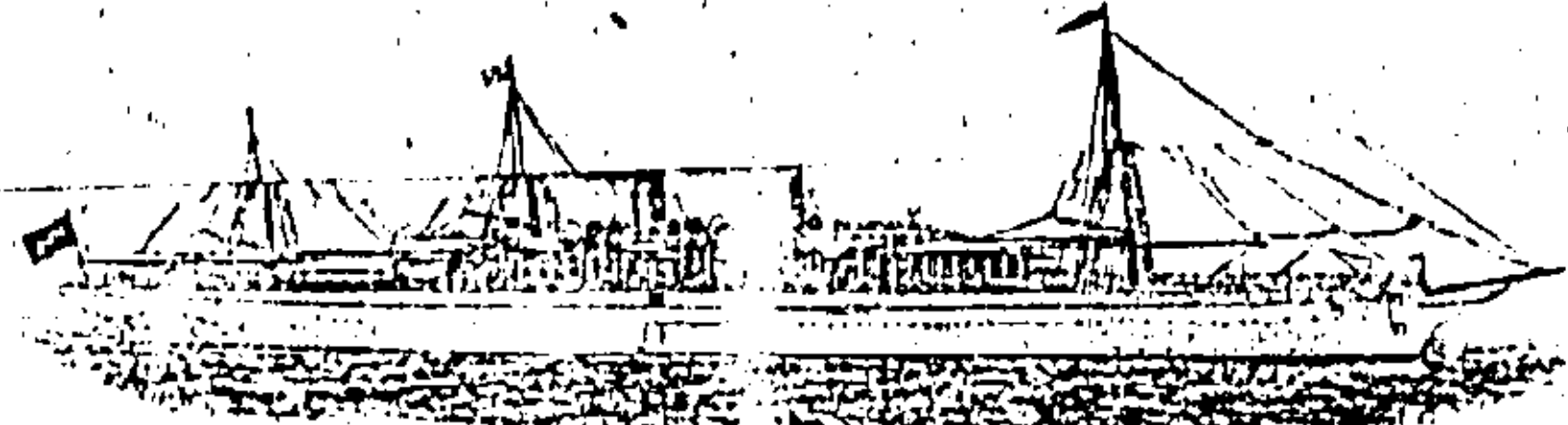
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th February, 1906.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	Leave HONGKONG	Arrive VANCOUVER
"EMPRESS OF CHINA"	5,000	WEDNESDAY, Mar. 28	April 18
"ATHENIAN"	2,440	WEDNESDAY, April 11	May 5
"EMPRESS OF INDIA"	5,000	WEDNESDAY, April 18	May 9
"MONTEAGLE"	5,500	WEDNESDAY, May 2	May 26
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA"	5,000	WEDNESDAY, May 30	June 20

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the ILLA-SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class.....£40. " " £42.
 Hongkong to London, Intermediate on Steamers, and 1st Class Rail.....£40. " " £42.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

H. E. BROWN, General Agent,
 11, Hongkong, 7th March, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

STEAMERS.	DESTINATIONS.	SAILING DATES.
TEUTONIA	HAMBURG.	14th March } Freight.
Oesterreich	(Calling at SINGAPORE).	
LIBERIA	HAMBURG.	16th March } Freight.
Kier	(Calling at SINGAPORE).	
SAXONIA	HAVRE and HAMBURG.	19th March } Freight.
Sachs	(Calling at S'PORE, PENANG & COLOMBO).	
SILESIA	HAVRE and HAMBURG.	31st March } Freight and Passengers.
Bahle	(Calling at S'PORE, PENANG & COLOMBO).	
SENEGAMBIA	HAVRE and HAMBURG.	18th April } Freight.
Peter	(Calling at S'PORE, PENANG & COLOMBO).	
SEGOVIA	HAVRE and HAMBURG.	2nd May } Freight.
Schoenfeldt	(Calling at S'PORE, PENANG & COLOMBO).	
C. FERD. LAEISZ	HAVRE and HAMBURG.	16th May } Freight.
Meyerdierecks	(Calling at S'PORE, PENANG & COLOMBO).	

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 King's Buildings.

Hongkong, 7th March, 1906.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEY, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZESS ALICE	WEDNESDAY, 14th March.
BAYERN	WEDNESDAY, 28th March.
PRINZ REGENT LUITPOLD	WEDNESDAY, 11th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 25th April.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
OLDENBURG	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.

ON WEDNESDAY, the 14th day of March, 1906, at Noon, the Steamship PRINZESS ALICE, Capt. Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th March, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th March.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland the SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Steamers from Alexandria to Naples or Marseilles instead of the Naples Mediterranean from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ WALDEMAR	3,227	TUESDAY, 3rd April.
PRINZ SIGISMUND	3,392	TUESDAY, 1st May.
WILLEHAD	4,763	TUESDAY, 29th May.

ON TUESDAY, the 3rd April, 1906, at Noon, the Steamship PRINZ WALDEMAR, Capt. C. Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.10	£16.—	Return £62.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR
 YOKOHAMA & KOBEPRINZ WALDEMARMONDAY, 12th March.
 SHANGHAI, NAGASAKI, PRINZ REGENT LUITPOLD, WEDNESDAY, 14th March.
 KOBE & YOKOHAMAA.M.
 SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH, WEDNESDAY, 28th March.
 KOBE & YOKOHAMAA.M.
 * Reaching Yokohama in less than 6 days.

TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. or O. S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£61. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 8th March, 1906.

Amusements.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 76 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

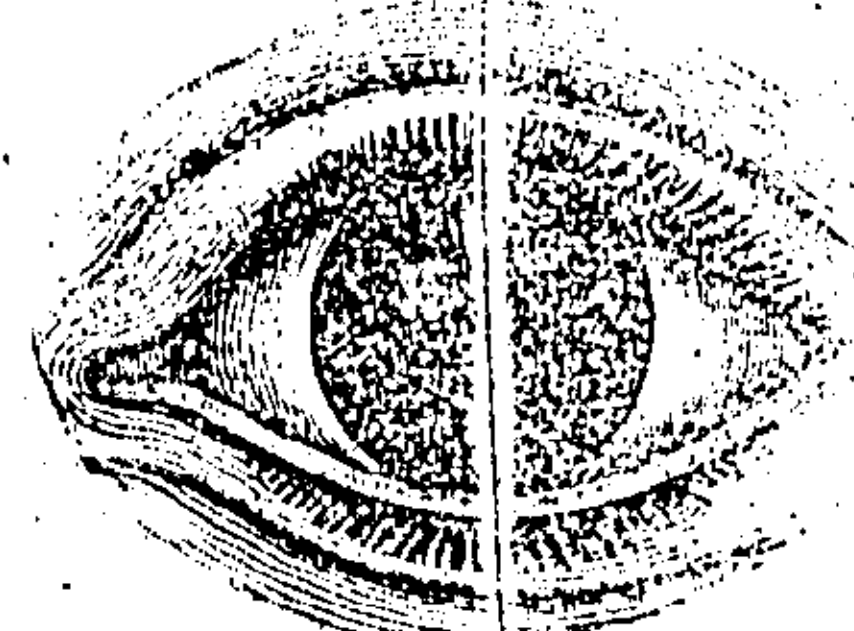
Telephone: Nos. 378, 508, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI,
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

HONGKONG-WUCHOW LINE.

S.S. "TAK HING,"
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 54 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUHING, TAKHING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip\$30
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. CO.,

HONGKONG.

Hongkong, 23rd December, 1905

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JAVA-CHINA-JAPAN LINE.

REGULAR FOUR-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA	First half March	JAPAN VIA SHANGHAI	Second half March
TJILATJAP	JAPAN	Second half March	JAVA PORTS	Second half March
TJILIWONG	JAVA	First half April	JAPAN VIA SHANGHAI	First half April
TJIMAH	JAPAN	First half April	JAVA PORTS	First half April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.

Hongkong, 1st March, 1906.

[15]

KWONG SANG & Co.,
 No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &c.
 Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

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THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1905

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FOR SALE

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,
 from the best makers.</

Intimations.

POWELL'S

Alexandra Buildings.

LADIES' FOOTWEAR.

SPECIAL BARGAINS.

ENGLISH-MAKE

BLACK GLACE LACE WALKING SHOES,
\$0.75, \$5.75, \$10.75, \$11.75 pair.

BLACK GLACE STRAP WALKING SHOES,
\$0.75, \$11.75 pair.

TAN GLACE STRAP WALKING SHOES,
\$6, \$6.75, \$10 pair.

TAN GLACE LACE WALKING SHOES
\$6, \$7.50, \$8.75 pair.

TAN WILLOW CALF, BUTTON WALKING SHOES
\$9.50 pair.

WHITE CANVAS LACE & STRAP SHOES
\$4.75, \$7 pair.

WHITE KID SLIPPERS—
Plain and Strap,
\$5.75, \$6.25 pair.

WHITE SATIN SLIPPERS
Plain and Beaded.
\$7.50, \$9.50 pair.

PLAIN BLACK AND BRONZE EVENING SLIPPERS,
\$7, \$7.75, \$8.50 pair.

BLACK & BRONZE EVENING SLIPPERS
—Beaded,
\$9.50, \$10.75, \$11.75, \$12.25, \$13.50 pair.

BLACK & BROWN CALF & GLACE BOOTS,
\$10, \$11.50, \$12.50 pair.

TENNIS SHOES,
\$2.25 to \$7.50 pair.

AMERICAN MAKE

BLACK GLACE LACE WALKING SHOES,
\$9, \$12, \$13 pair.

TAN GLACE LACE WALKING SHOES,
\$11.75, \$12.50, \$14, \$15, \$16.50 pr.

BLACK & BRONZE EVENING SLIPPERS
—Beaded,
\$10.50, \$13.50 pair.

PATENT WALKING SHOES,
\$10 pair.

BLACK GLACE, PATENT CAP, LACE BOOTS,
\$10 pair.

The finest Material and Workmanship obtainable.

Inspection invited.
Wm. POWELL, Ltd.,
ALEXANDRA BUILDINGS.

Des Vaux Road,
HONGKONG.
Hongkong, 28th February, 1906.

Intimations.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company at Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the Tenth day of March, 1906, at 12 o'clock, Noon, when the Resolutions set out below which were passed at the Extraordinary General Meeting of the Company held on the sixteenth day of February, 1906, will be submitted for confirmation as Special Resolutions.

By Order of the Board,
JAMES WHITTALL,
Secretary.

Hongkong, 16th February, 1906.

RESOLUTIONS.

- 1.—That the Articles of Association of the Company be altered in the following manner:—
The following Article shall be substituted for Article 130, namely:—"130. The Board, through its Secretary, shall make Yearly Statements of the Accounts of the Company from the 1st day of January to the 31st day of December in each and every year, which shall be duly audited and presented to the Shareholders, at each of the Ordinary Meetings of the Company, together with a Report on the general position of the Company."
- 2.—That the Board, through its Secretary, shall make a statement of the Accounts of the Company as from the 1st day of May, 1905, to the 31st day of December, 1905, which shall be duly audited and presented to the Shareholders at the next Ordinary Meeting of the Company to be held during 1906 and that, inasmuch as the Accounts of the Company have already been audited and presented to the Shareholders to the 30th April, 1905, no further or other Statements of the Accounts of the Company for the year 1905 shall be called for or presented to the Shareholders in respect of Article 130 as this day substituted. [338]

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

THE FIRST ANNUAL GENERAL MEETING OF THE MEMBERS will be held at the City Hall, on TUESDAY, the 13th March, 1906, at 5.45 P.M.
Sir HENRY BERKELEY, Chairman of the Association, will preside.

W. H. TRENCHARD DAVIS,
Hon. Secretary.

Hongkong, 6th March, 1906. [337]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 14th March, 1906, at 11 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held in the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 14th March, 1906, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1905, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 10th March, to WEDNESDAY, the 14th March, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.
THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS of the Company will be held at the Office of the General Agents, on WEDNESDAY, the 21st March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1905.

The TRANSFER BOOKS of the Company will be CLOSED from 8th to 21st March, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.

Hongkong, 27th February, 1906. [283]

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE OF MEETING.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the GREEN ISLAND CEMENT COMPANY, LIMITED, will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on SATURDAY, the 24th day of March, 1906, at 11.30 o'clock A.M., when the subjoined Resolution which was passed at an Extraordinary General Meeting held on 7th March, 1906, will be submitted for confirmation as a Special Resolution.

RESOLUTION.
"That the Capital of the Company be increased to \$2,000,000 by the creation and issue of 50,000 New Shares of \$10 each, fully paid up to be offered at par and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's register of shareholders on the first day of July, 1906, in the proportion of one new share for every three old shares in the Company held by the respective shareholders thereof, the amount payable on each of such new shares to be paid on the 31st day of July, 1906, and that on the 31st day of July, 1906, and that failing such allotment as aforesaid the said new shares be disposed of by the General Managers in accordance with the Company's Articles of Association."

SHEWAN, TOMES & Co.,
General Managers.

Green Island Cement Co., Ltd.
Hongkong, 7th March, 1906. [334]

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged; and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Drafie, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world.

REMINGTON TYPEWRITERS

Brief (suitable for Lawyer's Offices) and ordinary sizes.
No. 8, MACHINES.
New and in good condition.
BARGAIN PRICES.
From \$135 to \$350.
Apply to—
H. RUTTONJEE,
No. 5, D'Almeida Street.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that Messieurs SANDER, WIELER AND COMPANY, carrying on business at Victoria, in the Colony of Hongkong and elsewhere as Merchants, have, on the 31st day of November, 1905, applied for the Registration in Hongkong in the Register of Trade Marks, of the following Trade Marks:—

1. The Representation of a Chinese Dragon Boat with oarsmen rowing and bannermen carrying flags; on the left side is a native boat or sampan and a landscape with Pagoda and a dragon boat with oarsmen and in the background are depicted some mountains.
2. The Representation of two ducks on a river, of Chinese landscape with a Pagoda on both sides and of some mountains in the background, above which is depicted a scale.
3. The Representation of a bat, of a Chinese clasp-stone and of two fishes one with head upwards and the other with head downwards practically forming a circle which is suspended by a ribbon ending in two tassels.
4. The Representation of a peacock with outspread wings and tail, above which is a scroll bearing the name of the firm "Sander, Weller and Co." supported at either end by two trees with very scanty foliage.

in the name of SANDER, WIELER AND COMPANY, who claim to be the Proprietors thereof.

The Trade Mark Nos. 1 has been used by the Applicants since the month of March 1899 in respect of the following goods:—
Chemical substances used in manufactures, photography, or philosophical research, and anti-corrosives in Class 1.
Raw or partly prepared vegetable, animal, and mineral substances used in manufactures (not included in other classes) in Class 4.

The Trade Mark Nos. 2 has been used by the Applicants since the month of March 1899 in respect of the following goods:—
Chemical substances used in manufactures, photography, or philosophical research and anti-corrosives in Class 1.
Raw or partly prepared vegetable, animal, and mineral substances used in manufactures, (not included in other classes) in Class 4.

Cotton goods (not included in classes 23, 24 or 38) in Class 25.
Yarns of wool, worsted, or hair in Class 33.
Cloths and stuffs of wool, worsted, or hair in Class 34.

Woolen and worsted and hair goods (not included in classes 33 and 34) in Class 35.
The Trade Mark Nos. 3 has been used by the Applicants since the month of March 1899 in respect of the following goods:—
Metal goods (not included in other classes) in Class 13.
Sewing Cotton on spools or reels in Class 23.

Cotton piece goods of all kinds in Class 24.
Cotton goods (not included in classes 23, 24 or 38) in Class 25.
Cloths and stuffs of wool, worsted, or hair in Class 34.

Woolen and worsted and hair goods (not included in classes 33 and 34) in Class 35.
The Trade Mark Nos. 4 has been used by the Applicants since the month of March 1899 in respect of the following goods:—
Cotton piece goods of all kinds, in Class 24.
Cloths and stuffs of wool, worsted, or hair in Class 34.

Woolen and worsted and hair goods (not included in classes 33 and 34) in Class 35.
Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Under-Secretary.

Dated the 8th day of December, 1905.
JOHN STOKES & MASTER,
Solicitors for the Applicants,
8 Des Vaux Road Central,
Hongkong.

[3216]

COLOMBO'S GRAVING DOCK.

GIRDING AT THE ADMIRALTY.

The *Times* of Ceylon, commenting on the proposed graving dock or the repairing of vessels at Colombo, says:—"The Admiralty ought to bear half the cost of the additions which they required to be made to the Colombo graving dock plant; &c., and the local Government should make strong representations on this point; but we fear that Sir Alexander Ashmore is correct when he declares that they will contribute nothing more than they can help—nothing, for example, towards paying for the want of knowledge of the Consulting Engineers as to the roughness of the water at the dock entrance. This roughness called for the provision of a rubber beam outside the temporary cofferdam at a cost of Rs. 172,500, or the two other items due to insufficient borings being taken. The Admiralty does its business on better lines than we are permitted to do. They do not lay themselves open to be called upon to pay large sums over the estimates. They build their docks by contract, and the contractors have to pay heavily if they exceed the time limit, and also bear the loss arising from subsequent discoveries, 'between borings'—in two different places! These important points were not mentioned in Mr. Ashmore's letter to the Government in July last; but have had to be disclosed, with the other unsatisfactory information, in Mr. Matthews' letter written while he was in Colombo two months ago. Half of the eight lakhs might possibly have been saved if our harbour works had been placed on contract; and, too, a large saving of time could have been effected. Private enterprises would ensure a little more bustling at other times than when the Consulting Engineer is here, with holidays in the 'off' instead of the busiest season. These considerations are of importance in the matter of the prolongation of the old break-water. Mr. Matthews has declared that this can be built in four years. Will the Government specify that every effort must be made to keep within that period? Otherwise the undertaking may drag on for six or seven years, to the serious retarding of the progress of the port." The *Strait Times* adds in this connection—Now, our case will be different from Colombo's in that Sir John Jackson will contract to do a certain thing at a certain price. But, how are we to know whether the certain thing will not lead to other uncertain things, beyond the contract and at most uncertain prices? Colombo's experiences have been dragging on for years. Will Singapore's fate, despite the contract, be similarly protracted?

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions FOR ACCOUNT OF THE CONCERNED, on

SATURDAY, the 10th March, 1906, at 2.30 P.M., at their Sales Rooms, No. 8, Des Vaux Road, A FINE COLLECTION OF OLD PEKIN CURIOS, comprising—
VASES, WALL PLATES, INCENSE BURNERS, OLD BRONZES, TEA CUPS, SNUFF BOTTLES, KAKEMONOS, &c., &c.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 6th March, 1906. [312]

BY ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MESSRS HUGHES AND HOUGH have received instructions to sell by PUBLIC AUCTION, on

MONDAY, the 12th day of March, 1906, at 3 o'clock in the afternoon, at their SALES ROOMS, in Ice House Street, IN ONE LOT

THE VALUABLE LEASEHOLD PROPERTY, registered in the Land Office as INLAND LOT No. 576 and FARM LOT No. 65.

These properties comprise No. 4, SEYMOUR ROAD and a house now in course of erection known as "GLENSKIN." The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$88.

Particulars and conditions of sale may be obtained from the undersigned.
HUGHES & HOUGH,
Auctioneers.

Hongkong, 31st March, 1906. [295]

NOTICE.

THE SALE BY AUCTION of ALMA, BATU KAWAN AND PRYE ESTATES stands postponed to a future date, of which due notice will be given.

KENNEDY & Co.,
A. A. ANTHONY & Co.,
Auctioneers.

Pennang, 16th February, 1906. [275]

Notice of Firm.

NOTICE.

MR. RICHARD HANCOCK is authorised to sign the name of our Firm per Procuration.

SHEWAN, TOMES & Co.,
Hongkong, 26th February, 1906. [273]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 15th May, 1905. [58]

Entertainments.

NOTICE.

UNDER the distinguished Patronage of His Excellency Sir MATTHEW NATHAN, K.C.M.G., Governor of Hongkong.

A CONCERT

will be given at the CITY HALL, on SATURDAY, the 10th March, at 9 P.M., in aid of the UNION CHURCH NEW ORGAN FUND, by the following artists:—
Mrs. D. E. Brown, Mrs. Gordon, Miss Humphreys, Mrs. Kruger, Mr. Chalmers, Mr. Gonzales, Mr. Joki, Mr. Koenig, Mr. Leckie, Mr. Stewart and Mr. Grimble.

ALSO

By kind permission of Admiral BRUSINO the Band of the Flagship S.M.S. *First Bismarck*, under Bandmaster KARL JESSSEN, will play four selections.

Tickets, \$1.00 each, may be had at Messrs. LANE, CRAWFORD & Co. (Music Dept.) and Wm. POWELL, LTD.; also, of Members of the Ladies' Committee of the Church, or the Undersigned.

A. MACKENZIE,
Hon. Secretary.

Hongkong, 5th March, 1906. [294]

HONGKONG SCHOOLS' ATHLETIC SPORTS, 1906.

THE ANNUAL ATHLETIC SPORTS of the HONGKONG SCHOOLS will be held by permission on the Race Course, Happy Valley, on MONDAY, March 12th, at 12 Noon. Entry forms can be obtained from the Committee and must be returned to the Secretaries, not later than March 10th. Preliminary Heats will be run off on SATURDAY, March 10th. There will be a MILE RACE open to the Navy, Army and Police (European), and also a MILE RACE open to the Army, Navy and Police (Asiatic). Post Entries and Two Prizes in each case.

R. E. O. BIRD,
H. L. O. GARRETT, } Hon. Secretaries.
Hongkong, 3rd March, 1906. [307]

To Let.

OFFICES TO LET.

OFFICES on the Second Floor of No. 1, QUEEN'S BUILDINGS, facing the Praya and the Queen's Statue, lately vacated by the Union Insurance Society of Canton, Limited, to whom please apply for particulars.
Hongkong, 6th March, 1906. [316]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.
Floor Area 6,100 square feet each.
Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [147]

TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING, GODOWNS on PRAYA EAST.

A BUILDING at CAUSEWAY BAY, formerly in occupation of the Steam Laundry Co., Ltd.

A HOUSE in CLIFTON GARDENS, Connaught Road.

A HOUSE in WONG NEE CHONG ROAD.

A HOUSE in RIFON TERRACE.

FLATS in MORTON TERRACE.

Apply to—
MCKENZIE & CO.,
Hastings, 28th February, 1906. [292]

TO LET.

NO. 15, KNUXTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 30th December, 1905. [274]

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 27th June, 1905. [273]

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS. PRIVATE BAR and BILLIARD-ROOMS. HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—
MANAGER.
Hongkong, 4th December, 1905. [30]

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS TO ORDER IN EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1906. [28]

ORIENTAL HOTEL, MACAO.

A FIRST CLASS HOTEL situated in the Centre of Praya Grande with splendid view of the Harbour.

LARGE AND LOFTY ROOMS. Elegantly Furnished.

EXCELLENT CUISINE.

WINES and SPIRITS of the best quality.

BILLIARD TABLE, the best in the Far East.

EVERY COMFORT FOR RESIDENTS AND TOURISTS.

For Terms, &c., apply to—
THE MANAGER.
Macao, 16th October, 1905. [29]

Intimations.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SCOTCH WHISKY DISTILLERS.

By Appointment to

H. M. THE KING

and

HER THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [62]

THE WINE GROWERS SUP

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL
DISINFECTANT,
GERMICIDE
DEODORISER
CHEAP
HARMLESS
EFFECTIVE

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 3rd March, 1906.

\$10.00

WILL BUY A CASE

GREGOR & CO.'S

IMPERIAL

HIGHLAND

WHISKY.

NOT ONE OF THE BEST.

BUT

THE BEST!

GREGOR & Co.,

19, QUEEN'S ROAD CENTRAL.

Hongkong, 15th June, 1905.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Jee Hing Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.
WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messengers. On copy sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 8, 1906.

SMALL-POX IN THE SOUTH.

Apparently a serious outbreak of small-pox, not yet reaching the dimensions of an epidemic, has occurred at Singapore, and it is, therefore, obviously the duty of the Hongkong Sanitary authorities to adopt such measures as will preclude the possibility of this Colony being made the "dumping" ground for infected patients from this new source of contagion. Already Hongkong is sufficiently liable to contagion by our proximity to Canton—which is still the hotbed of every disease under the sun, notwithstanding the remarks of a sanitary optimist the other day—and we do not desire to become the hospital for Singapore cases. Our correspondent at Singapore reported yesterday that there was the utmost uneasiness in that Colony regarding the spread of the disease—perhaps a moderate way of stating that general alarm existed there. And when it is remembered that only a week or two ago the people of Singapore demanded that their sanitary system should be overhauled, and an expert obtained to suggest a scheme for the better sanitation of the city, we can well understand why there should be alarm, or, at least, uneasiness. The death-rate of Singapore in ordinary seasons reaches 40 per mille, and the introduction of a new calamity in the shape of small-pox would necessarily increase the percentage. Again, we are told that there have been five deaths from small-pox on the voyage, so that this question of protecting Hongkong from invasion by the disease contracted in the south is of the most serious consequence. Hongkong is the focus of steamship traffic from the south, and the emporium of South China. At the present time there is a mild outbreak of the disease in the Colony, brought, without doubt, from Canton and neighbouring Chinese cities. The Sanitary Board has thought it advisable to offer free vaccination to all who are inclined to guard themselves against the disease, and we understand that hundreds of natives have taken advantage of the offer, which is satisfactory so far as it goes. Precautions are being taken, at the same time, to prevent the introduction of small-pox from the mainland, and we take it, that so far as it is within human power to distinguish infected persons arriving from Hongkong the authorities are attending to their duties with all diligence. But while we may be able to defend the Colony against a frontal attack, it is far more difficult to repel a flank movement, as in the case of steamers arriving from Singapore. Usually these vessels are crowded with returning natives who disembark at Hongkong and proceed to Canton and the interior. These coolies are in the Colony, it may be, only a few hours or days, but in that short time a gang of coolies might easily communicate the disease, unconsciously of course, to a vast number of natives residing here, and the result of such infection is terrible to contemplate. The Sanitary Board cannot act too expeditiously in this matter; there is no moment to lose in taking steps to safeguard the Colony from the introduction of the disease via Singapore; the Sanitary officers should be instructed to see that nothing is wanting, no hygienic measure neglected, whereby the health of the Colony may be affected. Plague is bad enough, but an epidemic of small-pox is to be feared more than all the plagues of Egypt combined. We trust the Sanitary Board will do its duty.

ON Jan. 31 the first-class cruiser *King Alfred*, flying the flag of Vice-Admiral Sir A. W. Moore, the newly-appointed Commander-in-Chief of the China Station, was to leave Portsmouth for the Far East. The *King Alfred* is a very smart vessel, says a home journal, and will do credit to our fleet in China waters. Various alterations have been made in the vessel to fit her for duty as a flagship.

CANTON-HANKOW RAILWAY.

Nobody reading the terms of the Canton-Hankow Railway Company's prospectus, which appeared in the *Hongkong Telegraph* last evening, can fail to recognise the business-like tone in which they are couched, and the absence of any suggestion that the Government will have anything whatever to do with the construction of the line. The only reference to the Government occurs in the sentence: "The railway line will be built by the Company and protected by the Government," and thereupon the conditions set forth the terms on which the Company will be established. It is made abundantly clear that the foreigner has no standing in the Company. Wisely, we think, the foreigner is not entirely disregarded, for it might possibly happen, at some future date, that a parcel of scrip, being pledged as security, was not redeemed, and thereby fell into the possession of a foreigner, as his rightful property. But although the foreigner *qua* foreigner is not recognised, he will be permitted to hold shares in the Company subject to Chinese law. In equity that sounds perfectly fair and reasonable, but it will be interesting to see how it works out in practice should any dispute arise—whether it will not form that handle to open the door through which the Government will enter and exercise authority over the railway. Of course the best plan for the Chinese proper would be to rigidly exclude foreigners from the possession of any share whatsoever in the Company if they are determined that it shall be a purely Chinese undertaking; in other words, to declare that shares held in foreign hands are, by that fact itself, rendered null and void. However, the Company's articles do not say so, and they are not likely to be amended now. There is only this feature which is in favour of the Chinese promoters, viz., the natives are so eager to obtain shares that foreigners, whether masquerading as Chinese or otherwise, have no chance, in vulgar parlance, of "a look in." The capital is to be \$20,000,000—which does not seem to be an excessive amount—in four million shares of \$5 each, the first call of \$1 per share to be made immediately, so that the Company will start with \$4,000,000 in hand, while the remaining calls will be made at considerable intervals. Provision is made for the directors and the power of voting conferred according to the number of shares held. In fact the document is a plain, matter-of-fact prospectus, which might have been issued anywhere. There is no mention of conflicts between the Government and the gentry—the merest hint that such was the case occurs in the first chapter. At the same time, it is a very creditable production, especially when it is remembered that it has been framed and issued amid the stress and storm of passionate antagonism.

"SIX HOURS' STOCKS."

It is seldom that we run counter to the procedure of the Police or the Magistracy of Hongkong, recognising as we do the difficulty of their position and the onerous character of their duties, which, on the whole, are carried out with a strict attention to duty and a conscientiousness of purpose highly to be commended. But it is this very strictness to duty and attention to detail to which, in certain cases, we take exception. During the present week there have been at least two *post mortem* examinations on the bodies of prisoners who had been less than a year in goal, and both of whom died from heart failure, or, at any rate, natural causes. We could not expect any other verdict in such a case, but is there not a solution to these sudden deaths? When a prisoner is found guilty of some petty charge or some criminal offence of greater or less magnitude, he is usually ordered to sit in the stocks for six hours, in lieu of one day's imprisonment, the idea being that he shall be constituted a whole-some example to all offenders against the law and an object of derision to his associates. The introduction of the stocks was hailed as an excellent method of affording a salutary lesson to all who failed to recognise the majesty of the law, and with that principle we find no fault. But has any Court official ever considered for a moment what six hours' stocks means, in this weather, to a coolie, clad in cotton pants and seated on the ground, exposed to the bitter wind which blows at this season of the year? We do not pretend to exceptional humanitarian ideas, but surely the community is not without the "bowels of compassion" even for a rogue, a vagabond, and a thief. Six hours' stocks, locked up in a vice-like machine, shivering with cold and in the depths of despair, is enough to bring about any man's death. Far stronger people than coolies, fortified by proper food and wrapped in warm garments, are shivering in their private houses at the present time. What then about a coolie who sits on an icy slab, unable to move and momentarily shrinking into insensibility through the perishing cold, during the long six hours of his sentence? Is it to be wondered at

that he succumbs soon after his entrance into prison? Is it strange that he has contracted the germs of disease, possibly of galloping consumption? The object of punishing a criminal is not to execute vengeance, but to secure his reformation if possible—at any rate in all but the most heinous crimes, and such criminals do not get "six hours' stocks." Let the stocks be continued by all means, and let the period be spread over a number of days. A man sentenced to six hours' stocks could be exposed to public view an hour every day for a week—at the end of an hour he would be shivering, but he would not be three-quarters dead, and the result would be quite as effective. We commend the suggestion to the consideration of the Police and Magistracy, for we are positive that neither of these bodies desires to be responsible for sowing the seeds of disease and death in the unfortunate or misguided individuals committed to their charge.

LOCAL AND GENERAL.

We learn that 102 candidates (6 being girls) have entered for the Oxford Local Examination next July.

A CHAMBER concert is to be given at Government House on Tuesday, 27th inst., at 4.15 p.m., in aid of the Japan Famine Fund. The programme is being arranged by the ladies of the Colony.

AN inter-club football match was held yesterday afternoon, on the Hongkong Football ground, Happy Valley, between the Club and the Club "A" team. The game was rather tame, and it resulted in a draw of one goal all.

A CORRESPONDENT in Canton writes stating that Taotai Wong, of the Sin-hau-kuk, vacated office on the 5th inst., as the result of differences which have arisen between the Viceroy and the merchants over the Canton-Hankow railway scheme.

REAR-ADMIRAL Train, commanding the United States fleet in Chinese waters, arrived at Canton on the 6th inst., by the U.S. torpedo-boat destroyer *Barry*, to inspect the cruiser *Monadnock* and the other vessels of the U.S. Navy at Canton.

THE formation of a new company in Bangkok is under consideration for running services of motor launches in various directions on the Bangkok river. They will be chiefly in connection with the different tramway and railway termini on the river-side.

FIFTY cases of plague have now been reported in Hongkong since the beginning of the year. Three cases occurred during the past twenty-four hours. All the three were Chinese, and they are all reported to have succumbed to the disease.

THE Fire Brigade, in charge of Chief Inspector Baker, were called out shortly after one o'clock this morning, to attend a fire which had broken out in the first floor of No. 147, Wing Lok Street, which is used as a medicine shop. The fire, which was just increasing when the fire-fighters arrived, was quickly extinguished. The roof of the building collapsed afterwards, and the ground floor was damaged by water. The origin of the outbreak is at present unknown. The premises were covered by insurance in the sum of \$13,000.

H.M.S. *Kent*, now on the way to China to replace the *Hogue*, has a name which has been borne by several of the old sea-fighters, a name honoured with glorious traditions in the British naval service. There was a *Kent* in each of the following naval actions:—the battle off Lowestoft 1665, the St. James's Fight 1666, Barfleur and La Hogue 1692, Vigo Bay 1702, Dilke's flagship at Granville 1703, Velez Malaga 1704, captured "Superbe" 1710, battle off Cape Passaro 1718, flagship at siege of Gibraltar 1727, the capture of "Princess" 1740, Hawke's victory off Ushant 1747, at the capture of Calcutta 1757.

YESTERDAY afternoon, a Chinese policeman on duty saw a coolie enter a house at No. 14, Sin Hing Lane, and being suspicious of his movements kept watch. He waited for some time and when the coolie (Chu Sing) sallied forth the policeman asked him to the Station. At that moment Li Chu, an ex-gardener, came out of the ground floor and seeing the policeman holding Sing, he rushed at the constable, caught him by the queue, and commenced swinging the officer about. Assistance was summoned, and the two men arrested. Chu Sing was sentenced by Mr. Melbourne to fifteen days' hard labour and six hours' stocks, while Chu had to pay \$10, with the option of three weeks' rest, for trying to rescue a prisoner from custody.

AN amusing event was among the items at a Gymkhana held near Rangoon the other day. It was the "Good Night Stakes" for ladies, whose task was each to light a bedroom candle and then race to the post, a distance of 100 yards or so, the first in with candle alight to win. This was a popular item, and had to be run off in heats, ladies seeming to experience most difficulty in lighting their candles. It was whispered that some wag had previously wetted the wicks, but that could not be vouched for. Owing to the dusk in which the final heat took place, it is regretted that the name of the winner cannot be given, as it was impossible to distinguish anyone. Even the judges were nonplussed, it is believed. How the prize was awarded is therefore a matter of doubt. The event might be commended to the attention of the local Gymkhana committee.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

ANNUAL MEETING.

The thirty-seventh ordinary meeting of the shareholders in the China Fire Insurance Co., Ltd., was held at the Company's offices, at noon to-day, for the purpose of receiving a statement of accounts and the report of the directors for the year ending 31st December, 1905. There were present—Mr. A. G. Wood (chairman), Hon. Mr. R. Shewan, Messrs. N. A. Siebs, A. Haupt, H. W. Slade, E. Shellim, and E. Goetz, Directors; A. V. Apar, W. G. Saunders, A. Forbes, Capt. Goddard, J. Orange, J. J. Leiria, A. H. da Silva, Chan Pat, W. H. T. Davies, and C. Pemberton (acting secretary).

The Secretary having read the notice convening the meeting,

The Chairman said:—Gentlemen,—The report and statement of the Company's accounts for the past year, having been in your hands for a fortnight, I will now, subject to your approval, adopt the usual course, and take them as read. It is a matter of regret to the board that the year 1905 did not turn out as favourably as expected, after the promising balance of \$260,374.35 carried forward at the end of that year, but we were unfortunately enough to have to meet exceptionally heavy claims to the extent of \$151,220.61 on our unexpired risks during 1905, so that the year has only resulted in a profit of \$131,448.29; this, however, enables us to pay our usual dividend of \$6 per share, and to transfer \$11,448.29 to the extra reserve fund. Your directors regret that they are unable to recommend the bonus of \$1 per share as distributed last year, but this can only be expected when results are exceptionally favourable. Turning now to the working account of 1905, it is pleasant to be able to report that the sum of \$344,098.98 is the largest that has been carried forward since the inception of the Company, and with ordinary good fortune we have every reason to hope for a much better out-turn than the previous year showed. Both premium and interest accounts show increases, and with regard to the former, this is especially satisfactory, as at the end of last year, we closed down a part of our London business which was proving unprofitable. Losses during the year were above the average, but this is chiefly due to the unfortunate conflagration in Cebu in March last by which we suffered considerably. The Company's surveyors have reported upon the properties in Hongkong under mortgage to us, and the Board are perfectly satisfied with the security in each instance. I am sorry to say that Mr. G. L. Tomlin has had to go home on sick leave and I am sure that you will all join me in wishing him a speedy recovery. These are all the remarks I think you will expect from me, gentlemen, and I will therefore conclude by moving: "That the Directors' report and statement of accounts for the year 1905, as presented, be adopted." After this has been seconded, I shall be happy to reply to any questions that may be put relating to the business before the meeting.

No questions being asked, the Chairman proposed, and Mr. J. Orange seconded, the adoption of the report and accounts.—Carried.

On the motion of Mr. W. G. Saunders, seconded by Capt. Goddard, the Hon. Mr. R. Shewan and Mr. N. A. Siebs were re-elected directors.

Mr. A. V. Apar proposed, and it was seconded by Mr. A. Forbes, that Messrs. W. Hutton Potts and A. R. Lowe be re-elected auditors.—Carried unanimously.

The Chairman—That is all the business, gentlemen. Thank you for your kind attendance. Dividend warrants will be posted this afternoon.

The meeting then ended.

BOXING AT RANGOON.

CHRISTIE FAILS TO WIN THE INDIAN CHAMPIONSHIP.

J. Christie, the boxer, fought Pri-ate Morrell, of the Devonshires at Rangoon on the 17th ult., and was badly beaten on points. The *Rangoon Times* of the 15th ult. says:—Mr. Christie, "the boxing champion of all China," visited this office to-day, looking rather damaged after his battle with Morrell on Saturday night. In the course of a conversation about the contest, he said he was suffering from fever on Saturday which robbed his blows of most of their power, and spoilt his foot work. He felt weak, he explained, and unable to get about the ring with his customary speed. His temperature was certainly high this morning. He is leaving for Calcutta, but is willing to return to meet Mr. White's man, provided that he is not a man of colour. He lost considerably, he tells us, over his Saturday night's venture, but would have stopped here if he could have got on a return match with Morrell, who, however, declines to meet him again, believing, so Christie thinks, that he "has something up his sleeve." Anyway, Christie wanted that something badly on Saturday night, and did not seem able to produce it. The pro's face bears marks of pretty severe punishment, his left eye being in deep mourning and his face swelled and bruised. We are sorry that he did not meet with better support here, for he certainly deserved it. He has made no complaint (which he well might have done) about his losses, or the emptiness of the hall. He has shown himself to be an honest, plucky fighter, and that deserves recognition and support from the public who really care about the sport.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 8th at 12.10 p.m. Changes of pressure are unimportant.

The anticyclone still covers China and the Pacific towards the Loochoos.

Gradients are moderate to rather steep.

The monsoon will decrease in the Formosa Channel, but continue to blow strongly over the China Sea.

Forecast:—fresh NE. winds; fine.

THE CANTON-HANKOW RAILWAY.

MR. LAI KWAI FUI ENTERTAINED.

Mr. Lai Kwai Fui, ex-Amoy Taotai, arrived here yesterday from Canton, by the *Kwong-tung*, in company with four native gentlemen. The *Kwong-tung* was decorated with bunting as a mark of esteem for the distinguished passenger.

Yesterday afternoon a reception was given in his honour at the Hung Fa Lau restaurant by the leading Chinese bankers, insurance men, rice guilds, and the Nam Pak Hong merchants, and several leading members of the Chinese community. There were over 1,000 persons present, and the building was crowded.

Mr. Tam Tse Kong, ex-Consul to Peru, now one of the leading merchants in the Colony, asked the Chairman, Mr. Yuen Lai Chuen, to address those present.

The Chairman replied that they had gathered there that afternoon to welcome Mr. Lai Kwai Fui, who went through great hardships at Canton in order that the proposed Canton-Hankow Railway should be managed by Chinese merchants, both at home and abroad, and not by native officials. The Chairman concluded his remarks by asking the leading merchants of Hongkong to pay special attention to the building of the railway, and to purchase as many shares as they could.

Mr. Lai Kwai Fui, who was then invited to address the gathering, said that with regard to the construction of the Canton-Hankow Railway he was sure that Chinese merchants in the Colony of Hongkong would join with him in subscribing for shares, so that the railway might become an accomplished fact. This line, continued Mr. Lai, as everyone knew was bound to prove a very important feature in the development of South China, and when the railway was constructed, it would be convenient to merchants both in Hongkong and the interior, for the transportation of their goods, and it was the duty of the Hongkong merchants to help him in forwarding the movement. After referring to the building of the railway, the speaker concluded by saying that it now depended on the question of skilled labour. A Railway Institution would be the means of educating the people of China in the construction of railways and they should lose no time in establishing one in Canton.

The address was received with the utmost enthusiasm on the part of the crowded audience.

After the toast of "Long live the Railway," had been pledged, cheers were given for Mr. Lai, and the entertainment concluded.

ALLEGED FRAUD.

EUROPEAN IMPLICATED.

The case in which J. T. Marston, formerly in the employment of the Royal Engineers office, was charged with demanding \$10 from a woman on 1st March, with menaces, assuming the designation of a policeman, not being a member of the force, and having in his possession a revolver and ammunition without permission, was brought up on remand at the Police Court this afternoon. Two natives were also charged with being concerned along with the accused.

Inspector Hanson prosecuted for the police, and Mr. E. P. H. Lang, of Messrs. Deacon, Looker and Deacon, defended.

Major Walkin, R.E., gave evidence as to Marston's character. He said that defendant was his clerk, and had proved an excellent servant. He was astonished when he heard that his clerk was arrested. It was alleged that Marston in company with the two other defendants went to No. 31 Circular Pathway on the night of the 1st inst. and there demanded the money, with threats of prosecution. Case proceeding.

JACK ASHORE.

COMOTION IN A SALOON.

Two seamen from H.M.S. *Andromeda* came ashore last night and made for the western part of the city. They repaired to the Rose, Shamrock and Thistle saloon and ordered five "shandies." After the "shandies" had disappeared, something was alleged to have occurred in the saloon, and the two sailors' gymnastic tricks returned to them, for, according to the evidence heard at the Police Court this morning, the style in which the two tars cleared the counter of the bar was really marvellous, and suggested good form. What happened after they got behind the counter is rather vague, but it was said that one of them attempted to twist the barmaid's hand. There was a commotion in the bar-room; with the result that they were arrested, and a charge of assault preferred against them at the Station. The defendants this morning denied the charge, and, after evidence for the prosecution had been heard, evidence for the defence was called. "We were having a sing-song," remarked one witness for the defence, "when a sudden we heard police-whistles blowing. The first defendant went over to the complainant (Miss Crater) and asked her why she was blowing the whistle. So he caught hold of her arm to stop her dealing out a blow to him with a ginger-beer bottle." Mr. Hazland said the assault was a very trivial one, and fined the first defendant—Kennedy—\$3, while Slinger, the second man, was discharged.

SHIPPING AND MAILS.

MAILS DUE.

German (*Prinz Waldemar*) 10th inst.
Indian (*Kumang*) 12th inst.
German (*Prinzess Alice*) 13th inst.
Canadian (*Empress of China*) 13th inst.
German (*Prinz Regent Luitpold*) 14th inst.
American (*China*) 17th inst.
Indian (*Lutsang*) 22nd inst.

The Imperial German Mail s.s. *Bayern* which left here on 4th inst., arrived at Shanghai on 7th inst. at 4 p.m.

The I. C. S. N. Co.'s s.s. *Lutsang* left Calcutta for this port via the Straits on 6th inst., and may be expected here on 22nd inst.

The C. P. & Co.'s s.s. *Empress of China* arrived at Yokohama at 10.30 a.m. on 6th inst., and left again at 6 p.m., same day for Kobe, where she is due to arrive at 6 p.m. on 7th inst.

TELEGRAMS.

[Reuter's.]

The Morocco Conference.

London, 6th March.

The Russian delegate at Algiers has submitted a proposal for a Franco-Spanish police force in Morocco, as the only solution of the question.

M. Revoll, in supporting the proposal, said that France was prepared to organise a force of 2,000 Moors at eight of the principal ports.

Herr von Radowitz maintained that all the Powers should participate in policing the country, in order to secure economic equality. The British, Spanish and Portuguese deputies supported M. Revoll.

The Japanese Famine.

A subscription has been opened in Ottawa for the relief of the famine in Japan.

Later.

Obituary.

The Death of Sir William Gatacre is announced.

The United States.

The American Army and Navy Board recommends putting into a state of defence Manila Bay, Pearl Harbour, Guananamo, Guam, Honolulu and both entrances of the Panama Canal, at an estimated cost of \$50,000,000.

President Roosevelt, in a message, says that the insular possessions of the United States should not be neglected if it is desired to hold them.

MARRIAGE OF KING ALFONSO AND PRINCESS ENA.

CUSTOMS TO BE OBSERVED.

It is a rule in Spain with regard to alliances contracted between royal families that the signatures be exchanged before the affianced bride enters her future capital.

Nowhere is tradition more strictly adhered to than in Spain, and the ceremonial which will be observed for the marriage of the King has been fixed in accordance with time-honoured prescriptions.

Princess Ena's hand, having been officially asked in marriage, an Ambassador Extraordinary, provided with special powers, will proceed to London, and it is there, says the "Gaulois," that the signatures will be affixed on the contract, which will be ratified by King Edward VII. and King Alfonso XIII.

It is not yet certain whether Princess Ena will make her entry into Spain by the Northern frontier or by Andalusia. If the former route be chosen, the Princess will be received at Irun with royal honours and saluted by an extraordinary embassy in the King's name; among the personages present being the English Ambassador with his staff. The official presentations having been made, the special train will at once start, the Princess being saluted at every halt on the journey by the local authorities.

WHERE SHE WILL RESIDE.

The Prado Palace, where Princess Ena will probably reside, is about six miles from Madrid. As it has no railway station, one will be specially built in the park of the Casa de Campo, so as to obviate the necessity of passing through Madrid. At this special station Princess Ena will be received by the King, the Queen-mother, the Prince of the Asturias, the Infantas of Spain, the Infant Don Ferdinand, and the members of the Government.

Thence the Princess, her mother, the King, and the Queen-mother will enter the royal carriage and drive to the Palace of the Prado, King Alfonso and his mother finally returning to Madrid.

Following the precedent set at Queen Maria Cristina's marriage, Princess Ena will probably stay six days at the Prado Palace, during which period she will receive the official visits of all the authorities, the officers of the King's household, the Congress, and Senate. Both Chambers will send her messages of welcome, and, two days before the marriage, will take place the solemn reading of the marriage contract—*toma de dchos*, as it is called—in accordance with ancient custom.

The Prado Palace is a magnificent building, containing numerous art treasures and priceless collections. The walls are covered with eighteenth century Santa Barbara tapestries. If Princess Ena were to enter Spain by Andalusia she would stay at Tranjuez Palace, the ceremonial being the same. But Tranjuez is nearly 25 miles from Madrid, and therefore inconvenient.

TROUSSEAU WILL BE EXHIBITED.

In accordance with Spanish custom, the wedding trousseau will be exhibited to the public, not merely a selection, but every single article of which it is composed, including the jewelry. The Court halberdiers, in their picturesque red and yellow uniforms, will stand guard over the exhibition, which is open to the public free of charge. This right to see the royal trousseau is an ancient prerogative of the Spanish people, and highly prized by them.

It is not yet certain where the exhibition will take place—probably at the Council of State or the Palace of the Senate. Princess Ena will only do her wedding-dress in the palace where the exhibition is held. She will drive there from the Prado Palace in strictest incognito, and will only lay her incognito aside on entering the gala carriage which will take her to the church.

This incognito on the wedding morning is a charming tradition. The Princess, with her mother, will drive to Madrid from the Prado Palace in an ordinary carriage, without escort or outriders or any mark of her high rank. But on the way she will find the King, attended by two aides-de-camp, awaiting her. As the carriage drives past he will salute the occupants, and gallop at their side as far as the Campo del Moro. Here he will take leave of his bride (ill they meet at the church).—*Morning Leader*.

CLAIM FOR WORK DONE.

PLAN OR NO PLAN?

In Summary Jurisdiction this morning, His Honour Mr. A. G. Wise, Palace Judge, presiding, the Hung On Chan firm sued the Tak Lee Loong firm to recover the sum of \$821.60, being, as to \$701.60, the amount paid to Messrs. Yui-Mo, by the plaintiffs on behalf of the defendants for work done on premises Nos. 80, 81, and 82 Connaught Road, Central, and as to the \$120 being the cost of a plan of the premises.

Mr. Otto Kong Sing appeared for the plaintiff, and Mr. C. F. Dixon of Mr. John Hastings' office appeared for the defendant firm. Mr. Kong Sing said the plaintiffs were the keepers of a Chinese boarding-house, and in July last took over new premises. These houses were Chinese, and constructed in the ordinary way of such houses for Chinese residents, each containing three upper flats, making in all nine flats. When the plaintiffs took these houses they wanted some alterations made, as they intended to use them as a Chinese boarding house. With that end in view they engaged the services of an architect to draw plans of the alterations, and these plans were passed by the P.W.D. The defendants were then engaged as contractors, and the plans handed over to them, with instructions that the work was to be carried out according to those plans. The contract price was \$2,125, and this was increased to \$2,225, of which \$2,140 had been paid by the plaintiff. When the work was completed the defendants notified the plaintiffs and everything appeared to be all right. In a month or two afterwards, however, an officer of the P.W.D. inspected the buildings, and found they were not constructed according to the plans, nor were they in compliance with the Public Health and Buildings Ordinance. Notice was then given to the architect, who, on inspecting the premises, found they were not constructed in compliance with the plan he had submitted. He then had another plan drawn, and in order to save expense had the view plan so drawn as to take in the work already done.

Leung Tak Lien, called, said he was a partner in the plaintiff firm, and spoke to the making of the contract for the alterations mentioned, and spoke to the P. W. D. inspecting the premises and informing him that the alterations had not been made in accordance with the requirements of the Building Ordinance. Witness first knew where the work was wrong when Mr. Brotherton Harker came and told him they were not carried out according to his plan, and pointed out where the contractors had gone wrong.

Cross-examined by Mr. Dixon, witness said he only knew the work was not properly done when Mr. Harker told him so. He never told the defendants he was quite satisfied with the way the work was being carried out. He had been down to the premises twice during the time the alterations were being carried out. He was a clerk in the office of Mr. Otto Kong Sing, and was also managing partner in the plaintiff firm.

Mr. Brotherton Harker, architect, remarked that he could not possibly say whether \$700 was an excessive charge for the work.

His Honour: That's just what I said at the first, the amount must be referred to somebody competent to speak about it.

Mr. Dixon: Yes, my Lord, if you find against me an expert will be consulted.

Mr. Dixon said that the instructions under which the work was carried out were before His Lordship.

His Honour: Yes, I have them here, and I think it would be impossible to carry out the work on such rough instructions.

His Honour: to witness—Do you think these instructions are sufficient for enabling the men to carry out the work?

Mr. Harker: (After looking at the instructions.) Yes, they seem fairly precise, and a contractor might be able to do it, though it could not be in accordance with a plan unless they used it.

Mr. Harker: Will your Lordship make an order for my fee for today?

His Honour: Oh, certainly; you are entitled to the usual professional fee; the Taxing Officer will look after that.

Other evidence along the same lines following, Mr. Dixon called the defendant who stated that he carried out the work according to the instructions received from plaintiff. If they were illegal he did not know that.

By Mr. Otto Kong Sing: Before you received those instructions from the plaintiff you knew that Messrs. Leigh and Orange had been down and measured the premises?—Yes.

And plaintiff said he must have an architect to draw plans?—Yes.

Then you told him to come to Mr. Harker and you took him yourself and introduced him to Mr. Harker, and were present when the plans were ordered?—Yes.

But you say you never used any plan?—I followed my instructions.

Then the plan was quite unnecessary, according to you. I submit, my Lord, that no attempt was made to follow a plan.

His Honour: I am going to refer the matter to Mr. Harker, and what I want you to do, Mr. Harker, is to take the plan, compare it by measurements with the work done on the premises, and let me have your report. Upon that it will be for me to decide the point as to whether a plan was used.

Mr. Dixon: Will your Lordship put the case on Friday's list?

His Honour: To-morrow? That won't give Mr. Harker time to prepare his report, I'm afraid.

Mr. Harker: No, my Lord, it will take two or three days at least.

Mr. Otto Kong Sing: If your Lordship will adjourn it *sine die* that should meet all parties.

His Honour: Adjourned *sine die*.

"THE VAMPIRE NEMESIS."

A SELECTION OF THRILLING TALES.

Few novelists selecting the Far East as a background for their themes have attained a larger amount of popularity than the talented author who adopts the *nom de plume* of "Dolly." He has written of Hongkong in his "Hongkong Tales" and charmed the maritime, as well as the shore, world with his happy sketches of life in the Far East, and he has proved that he wields a facile pen, equally at home in matters grave or gay. Some of his tales in "China Consternations" are rippling with real unadulterated fun, while here and there, comes a touch of pathos which sounds a deeper note and touches a sharper chord in the reader's mind. But his latest volume "The Vampire Nemesis" he whips away from the bright and the sad to the phantasmal, the weird and eerie, to the very depths of horror. There are only four short stories in this volume of some 200 pages, but each story is the concentrated essence of the grisly, reminding one instinctively of Edgar Allan Poe. The first tale gives its name to the volume and is sufficiently indicative of the other stories, but the most thrilling, in our opinion, is that entitled "Cerberus." It is the tale of a visitor to Hongkong Lunatic Asylum, who receives a packet from one of the inmates. The packet contains the MS. of the lunatic's life-story. The keeper remarks—"Oh, he's quite harmless. The poor fellow murdered his two children and slew a cat, the family pet, during a fit of insanity, brought on by excesses in some strange drug; but he's as docile as a lamb now." The lunatic's story has a fascination and horror about it not surpassed in recent years by anything written, unless it be by Mr. W. W. Jacobs' "The Monkey's Paw." The story of "The Vampire Nemesis" is placed at Ningpo and the victim is a drunken maniac. How the tale is worked-out we may not divulge, in fairness to the author, but if there be any who still require the "gold cure" they should read this story. The next story in the volume is entitled "Death-Grips," in which we have a hypnotist issued by a villain for the undoing of a rival and his wife. It is marvellously well worked-out; the scenes are vigorously and yet elaborately depicted, and the reader lives through the struggle, and his sympathies are with the poor weakling who is caught in the toils. The scenes occur in Shanghai, and anybody who has been there, or even in the Far East, will recognise the immediate reality. In the concluding sketch the author returns to the sea, to describe a horrible experience of a bursting meteorite and the death-stricken vessel. The four tales, and it will be seen at a glance that the subjects lend themselves to great treatment. But until one peruses the volume it is impossible to realise the intensity of passion and force, the diabolical powers of the actors, and the grim terror contained in the tales. It is a wonderful book, which grips the reader's attention from the first page to the last, never flagging, never halting for a moment till the web of tragedy is spun. "Dolly" may be congratulated on having surpassed all previous efforts in his line as a novelist, and on having written a work which is bound to have a telling effect on all who read it. It is printed, in a handy pocket form, by Mr. J. W. Arrowsmith, Bristol, and sold by Messrs. Kelly and Walsh, Hongkong.

THE SITUATION IN CHINA.

A WARNING FROM JAPAN.

The situation in China is evidently growing worse, judging from the increased vigilance on the part of the American Government, and the warning addressed to the Chinese Government by Japan. The matter is now the principal topic for discussion by the vernacular Press, says the *Japan Chronicle*. The present agitation in China, writes the *Nichi-Nichi*, seems to have its origin in the desire among the Chinese for the withdrawal of various rights and privileges given to foreigners in the past. From a Chinese standpoint the display of a spirit of independence may be praiseworthy, but the means employed to attain their end must be described as both reckless and imprudent. That the situation is regarded with considerable apprehension by the United States is proved by her intended reinforcement of the China Squadron and the adoption of other precautionary measures. In fact, China is now becoming the centre of attention of the whole world. Japan has addressed a warning to China to check the propagation of anti-foreign feelings among the populace, as an outbreak of this nature, should it occur, will be fraught with the most serious consequences. Japan's advice to China is most opportune and in the right direction, and will no doubt be accepted by China in the spirit in which it is tendered.

The rights and privileges which a section of the Chinese are eager to recover from foreigners have, continues the *Tokyo Journal*, primarily been conceded as the result of international complications caused by the ignorant masses. The Chinese Government, by force of circumstances, has been compelled to grant foreigners railway, mining, and other concessions, and even grant the cession of territory. The Boxer outbreak, for example, cost China, besides an indemnity of 450 million taels, the practical loss of her sovereignty over Manchuria. As a result of the war, however, a change has taken place in the Eastern situation, and China's integrity has now been assured by the conclusion of the Anglo-Japanese Alliance. If the Chinese are wise enough to take advantage of this opportunity to put their house in order, financially and politically, and show themselves worthy of being an independent nation, the so-called rights for which they agitate will be recovered automatically. The position which Japan has now come to occupy among the great Powers of the world has not been gained by mere accident, but is the outcome of persevering effort during the last forty years. The Peking Government, it is said, has expressed much appreciation of the friendly advice given by Japan, and promised the latter to act accordingly to the suggestion. It is to be sincerely hoped that the endeavours of the Chinese Government will be effective in restraining the agitators from doing further mischief to foreigners.

Japan has no connection with the manifestation of anti-foreign feeling in China, argues the *Kokumin*, and she is actually impressing on China the dangerous policy of allowing such an agitation to grow without attempting to put an effectual stop to it. There are people in Europe and America who, from malicious or other motives, are inclined to saddle the Japanese with the charge of instigating the Chinese against foreigners. Nothing, however, is farther from the intention of Japan, and such charges are obviously absurd. Those who accuse Japan of secret intrigue are probably not aware of the fact that the rights of Japanese in China stand on exactly the same footing as those of any other foreign nation, and whatever injury is suffered by the latter

will also be shared by the Japanese in common. Such a policy, if really pursued, would be suicidal to Japan, and the suggestion referred to only shows the superficial nature of the observations of the critics. The independence of China, however she may boast of her power, is still a matter of considerable speculation, and merely exists on the support and sympathy of the Powers. If she adopts a reckless and foolishly course, as against the Powers, the downfall of the Empire would naturally follow. Such an event, should it ever occur, would be disastrous to the interests of Japan, and jeopardise her national existence. Japan's safety lies in the regeneration of China. Such being the case, no right-thinking people will seriously believe the allegation that Japan is interested in the display of anti-foreign feeling in China.

The *Tokyo Asahi* also reverts to the discussion of the subject, and considers that the situation is sufficiently grave as to call for prompt action on the part of the Japanese Government. According to the latest intelligence, it says, the Japanese Buddhist Temple (Hongwanji) at Foochow has been attacked and set on fire by a mob. While Japan has no desire to make the incident an occasion for improper demands on China, it is imperative that the affair should be fully investigated and the guilty parties punished. It is quite possible, judging from such an occurrence, that the anti-foreign movement in South China is of a more dangerous and deep-seated character than appears on the surface. It is the more necessary that Japan should urge China to promptly and effectually suppress the elements of danger before they assume more serious proportions. It is true that Japan is already moving diplomatically in the matter, but it is doubtful whether Japan's advice has any appreciable effect in South China, where an anti-foreign agitation appears to have a firm hold. What makes the situation even more ominous is the circumstance that the restoration of rights, which is supposedly the object of the present agitation, has many advocates among the Chinese of the influential classes. That China has no real power to back up her insistence may be inferred from the fact that in her negotiations with Russia, now pending, not only is she unable to recover from the Northern Power the rights already given, but there is every probability that new concessions will be wrested from her. This state of affairs, thinks the *Asahi*, might culminate in an anti-foreign outbreak, which Japan and the other Powers would do well to prevent for the protection of their common interests.

According to an American telegram Viceroy Yuan Shi-kai recently discharged Professor C. D. Tenney, the foreign director of education, who organised the new school system in Chihai province and is head of the Provincial College. Strong opposition, it is stated, has arisen lately to foreign management of the school, and particularly against Dr. Tenney, because he is an American. Yuan Shi-kai told Dr. Tenney that he appreciated his work, but had so many enemies that he could not afford to keep him.

Strong pressure has also been brought to bear upon the Government to remove Mr. E. B. Drew, the Commissioner of Customs at Canton, who is considered one of the ablest men in the establishment of Sir Robert Hart, Director-General of Maritime Customs, because he is an American.

An account of Dr. Tenney says:—"Dr. Tenney was the president of the Imperial University at Tientsin, and is known as one of the best educators in the Chinese empire. He has made his residence in that country for the past twenty-four years, during the first fourteen of which he was instructor in the Viceroy's palace at Tientsin and had charge of the education of Li Hung Chang's children. In the palace, he also taught many of the nobles of the empire, and was brought in touch with some of the greatest men in the kingdom. For four years he was president of the Imperial University which was said to be one of the best-managed Government schools in the empire."

Professor Tenney was an appointee of Yuan Shi-kai and started the construction of the college at Paoing Fu, the seat of the Viceroy. In July 1900, at the time of the Boxer rising, Dr. Tenney was the president of the University of Tientsin. He became angry at the high officers of the army and the delay of the officers to the allied troops at Peking, offering to guide the army thither. His business is now progressing in accordance with Anglo-Saxon traditions, he said. "Twenty thousand soldiers staying here while women and children of their own race are starving and awaiting massacre eighty miles away, military and naval officers meanwhile wasting time in bickering over petty politics, is a sorry spectacle. It will be a dark blot on the reputation of every commanding officer here if the white people in Peking are allowed to perish without a desperate effort to save them."

To-day's Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MOJI, YOKOHAMA AND KOBE.

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched as above, TO-MORROW, the 9th instant, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th March, 1906. [329]

SPAMPANI'S EUROPEAN CIRCUS.

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WEDNESDAYS AND SATURDAYS, GRAND MATINEE.

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Children Half-price.

Special Car Running.

Plan at ROBINSON'S.

E. SPAMPANI,

Director and Proprietor.

Hongkong, 8th March, 1906. [303]

To-day's Advertisements.

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$25 per Share for the year ending 31st December, 1904, declared at to-day's Ordinary Annual Meeting, will be Payable at the Hongkong and Shanghai Banking Corporation, and Hongkong Shareholders are requested to apply for DIVIDEND WARRANTS at the Company's Office, King's Buildings, Connaught Road, after 10 A.M. to-morrow.

JARDINE, MATHESON & Co., General Managers.

Hongkong, 7th March, 1906. [325]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"AUSTRALIAN."

Captain McArthur, will be despatched for the above Ports, on SATURDAY, the 31st instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 8th March, 1906. [328]

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"DAKOTAH."

will be despatched for the above Ports, on or about 12th April.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 8th March, 1906. [327]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 8th March, 1906. [4]

FROM HAMBURG, ROTTERDAM, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"DACIA."

Captain Brock, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th March, 1906, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th March, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 8th March, 1906. [316]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S. S. "ARAGONIA," FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE, Acting General Agent.

Hongkong, 8th March, 1906. [316]

Intimations.

ROBINSON PIANO CO., LD.

THE APOLLO PIANO PLAYER

IS A MUSICAL TRIUMPH.

You should hear it. RECITALS DAILY.

NEW MODEL PIANOS

BY THE MOST NOTED EUROPEAN MAKERS.

"OWN MAKE"

IN SOLID TEAK. Embodying the

MINIMUM OF COST

WITH THE MAXIMUM OF EXCELLENCE

\$375 AND UPWARDS.

"VICTOR TALKING" MACHINES.

WITH TAPERING ARMS.

LATEST OPERAS AND SONGS.

Hongkong, 1st February, 1906. [38]



TELEPHONE No. 135.



BLATZ MILWAUKEE'S MOST EXQUISITE BEER

Per Case 10 Doz.

Pints - - - \$27.00

Per 1 Doz. Pints - 2.80

SOLE AGENTS—

H. PRICE & CO.

12,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TEENKAI"	8th March.
GLASGOW and LIVERPOOL	"KEEMUN"	19th "
GLASGOW and LIVERPOOL	"MACHAON"	20th "
GLASGOW and LIVERPOOL	"ANCHISES"	24th "
GLASGOW and LIVERPOOL	"KINTUCK"	28th "
GLASGOW and LIVERPOOL	"BELLEROPHON"	4th April.
GLASGOW and LIVERPOOL	"CALCHAS"	11th "
GLASGOW and LIVERPOOL	"NOVUNE"	14th "
GLASGOW and LIVERPOOL	"TEUCER"	14th "
GLASGOW and LIVERPOOL	"DARDANUS"	21st "
GLASGOW and LIVERPOOL	"HECTOR"	21st "
GLASGOW and LIVERPOOL	"JASON"	28th "

The S.S. "Teenikai" left Singapore on the 3rd inst., and is due here on the 8th.

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	13th March.
* GENOA, MARSEILLES & LPOOL	"PELEUS"	20th "
AMSTERDAM, LONDON & ANTWERP	"TELEMACHUS"	27th "
* GENOA, MARSEILLES & LPOOL	"DIOMED"	10th April.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	20th "
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	24th "
* GENOA, MARSEILLES & LPOOL	"HECTOR"	8th May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	22nd "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOJIMA	"KEEMUN"	21st March.
	"TEUCER"	18th April.
	"TYDEUS"	16th May.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TELEMACHUS"	25th March.
	"NINGCHOW"	25th April.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th March, 1906.

[3]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, MANILA and ILOILO	"SUNGKANG"	9th March.
NEWCHWANG	"HUNAN"	9th "
SHANGHAI	"KIUKIANG"	10th "
MANILA	"TRAN"	13th "
NEWCHWANG	"KWEIYANG"	13th "
MANILA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CHAIRS, TOWNSVILLE, SYDNEY and MELBOURNE	"CHANGSHA"	26th "
KOBE	"CHINGTU"	2nd April.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

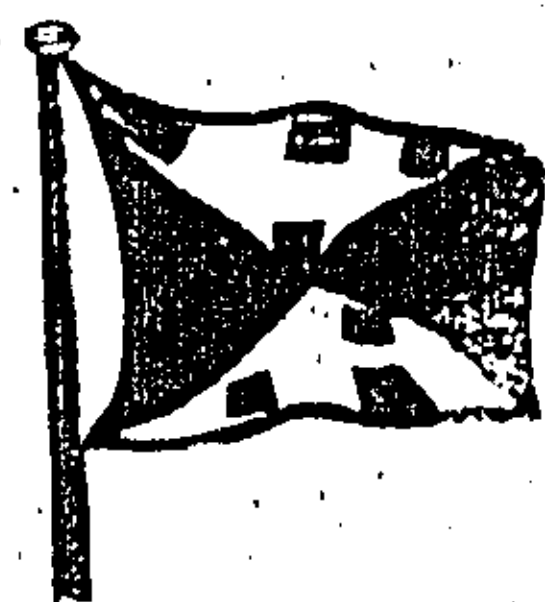
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 8th March, 1906.

[9]



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA VIA AMOY	FRIDAY, 9th March, at 4 P.M.
RUDI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 17th March, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th March, 1906.

[7]



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
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For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 23rd December, 1905.

[8]

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 10th July, 1904.Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VUEX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

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Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sundays
at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 5.30 P.M.
(if tide permits).FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$5; Return Ticket,
\$8; 2nd Class, \$4; 3rd Class, \$3.50.
Every Sunday will be an Excursion, at the
following rates.—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single,
50 cents; Return, 75 cents; Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$5
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.
The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

SAM WANG Co.

Hon. Long, 2nd January, 1906.

[17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW".....1,309...T. R. MEAD.
"KWONG TUNG".....1,238...H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey...\$4

Meals\$1 each.

The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 23rd August, 1905.

[18]

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 9th March, 4 P.M.
SHANGHAI	CHOYSANG	MONDAY, 12th March, 4 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 8th March, 1906.

[6]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARAGONIA"	5,198	Ernst	WEDNESDAY, March 14th, Noon.
"NICOMEDIA"	4,370	Wagemann	March 23rd.
"NUMANTIA"	4,370	Feldmann	April 8th.
"ARABIA"	4,481	Metzentzin	

The S.S. "Nicomedia" left Portland on the 13th ultimo, and is due here about 13th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points. For through rates of Freight and further information, communicate
with or apply to

S. SILVERSTONE, Acting General Agent.

NORDEUTSCHER LLOYD, BREMEN.

NOTICE.

STEAM FOR

KUDAT and SANDAKAN.
Taking Cargo at through rates to Tawau, Lahad
Datu, Labuan, Jolo, Zamboanga and Menado.

THE Company's Steamship

"BORNEO."

Captain F. Sembill, ready to load on Monday,
the 12th instant, will leave on TUESDAY,
the 13th instant, at 9 A.M.For Freight or Passage, apply to
NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 6th March, 1906.

[31]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong
and South American Ports.

THE Company's Chartered Steamship

"GLENFARG."

5,600 tons,
will be despatched for CALLAO (PERU) on
or about TUESDAY, April 10th, at Noon.For further information as to Freight and
Passage, apply to

K. MATSUDA,

Manager,
York Building.

Hongkong, 1st March, 1906.

[293]

FOR VLADIVOSTOK.

THE Steamship

"DR. HANS" JURG KIEFER."

Captain Larssen, will be despatched for the
above Port, TO-MORROW, the 9th instant, at
Noon.The steamer has 1st Class Accommodation
for Passengers.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 8th March, 1906.

[31]

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"SEALDA."

Capt. J. Kilpatrick, will be despatched as above,
on TUESDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 6th March, 1906.

[314]

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the
above Ports, on TUESDAY, the 13th instant,
at 3 P.M.

For Freight or Passage, apply to

DAVID SASSOON & Co., LIMITED.
Agents.

Hongkong, 7th March, 1906.

[310]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVORLICH."

Captain Thomson, will be despatched as above,
on or about the 15th March.

To be followed by "BENLEDI," about 25th.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 27th February, 1906.

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Consignees.

S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London
ex S.S. Medea, from Havre ex S.S.
Cordouan, and from Bourdeaux ex S.S.
Fradric Morel, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the hazardous and/or
extra hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 3 P.M., TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 12th instant, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before the
12th March, or they will not be recog-
nised.All damaged packages will be examined on
MONDAY, the 12th March, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th March, 1906.

[11]

NORDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAVERN."

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored into the hazardous and/or
extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 11 A.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 10th instant, will be
subject to rent.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on SATURDAY, 10th instant, at
2.30 P.M.All Claims must reach us before the 15th
instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.NORDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 4th March, 1906.

[2]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S. S. "AFGHAN PRINCE,"
FROM NEW YORK.CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that
all Goods are being landed at their risk into
the hazardous and/or extra hazardous Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Limited, Kowloon, whence deliv-
ery may be obtained.All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on the 9th instant, at 2.30 P.M.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 9th instant, will be subject
to rent.All Claims against the Steamer must be
presented to the Undersigned on or before the
11th instant, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 2nd March, 1906.

[304]

Intimations.

A. CHAZALON
& CO.

6, QUEEN'S ROAD CENTRAL.

NOTED for their WINES, SPIRITS

and PROVISIONS of which they have
always a large assortment in stock.

The oldest established EUROPEAN

BAKERS in the Colony.

Hongkong, 30th September, 1905.

[61]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS,
AND GENERAL COMMISSION
AGENTS.GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

PAINT, HARTMANN'S GREY PAINT,
DAIMLER PATENT MOTOR
LAUNCHES.

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 7th March, 1906.

[51]

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STOREat
No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to
order in any design required.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"DONGOLA"

Captain G. Philipps, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 10th March, 1906, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia, due in London on the 21st April, 1906.

Parcels will be received at the Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent,

Hongkong, 24th February, 1906.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,

SINGAPORE, BATAVIA,

COLOMBO, ADEN, EGYPT,

MARSEILLES, LON-

DON, HAVRE, BORDEAUX,

MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "OUBANIEN"

Captain Courlet, will be despatched for MARSEILLES on TUESDAY, the 20th March, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. TONKIN..... 3rd April.

S.S. ARMAND BEHIC..... 17th April.

S.S. POLYNESE..... 1st May.

S.S. Caledonien..... 15th May.

S.S. CALEDONNIEN..... 29th May.

G. DE CHAMPEAUX,

Agent.

Hongkong, 7th March, 1906.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY	Per Case.	\$22.50
"	"	20.00
"	"	16.75
WHISKY, PALL MALL	"	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	"	12.50
" C. P. & CO.'S SPECIAL BLEND	"	10.50
PORT WINE, INVALIDS	"	20.00
" DOURO	"	13.75
SHERRY, AMOROSO	"	20.00
" LA TORRE	"	16.00
BENEDICTINE, D.O.M.	"	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

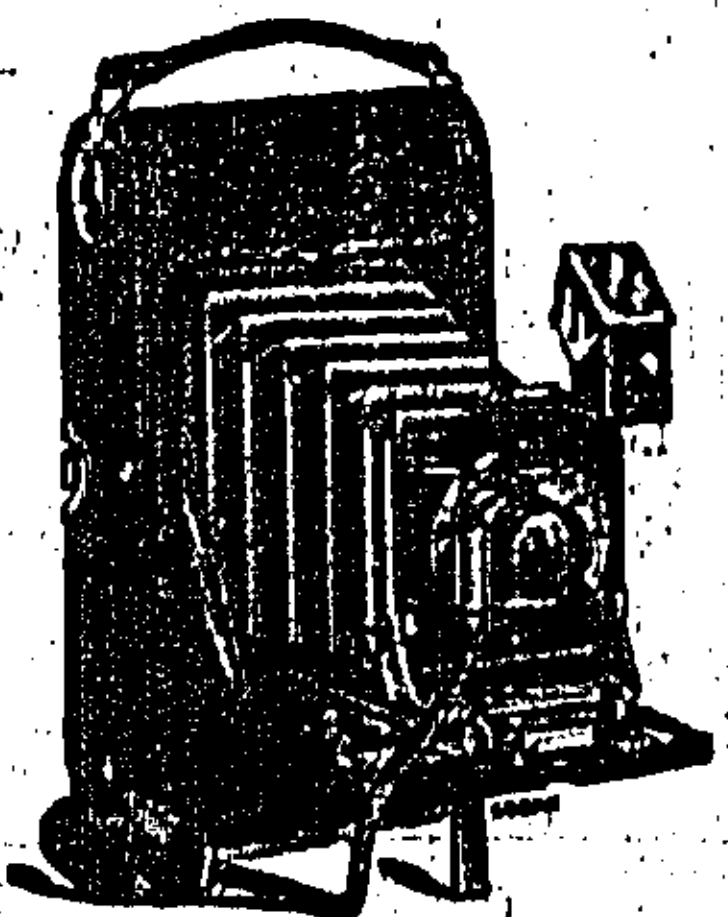
EASTMAN'S

&c., &c., &c.

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1901.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
BANKS.								
Hongkong & Shanghai Banking Corporation	20,000	\$125	\$125	{ £1,000,000 \$9,500,000 \$250,000 }	\$1,699,777 { £115/- div. and £1 bonus @ ex. 2/09/16 } = \$26.87 for 2nd half-year 1905	5 %	{ \$860 } { London £90 } { \$38 buyers }	
National Bank of China, Limited	99,925	£7	£5	\$200,000	\$41,768 \$2 (London 3/6) for 1901			
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,600,000 \$147,895 \$950,000 \$169,215 \$202,355 \$296,955 }	\$211,540 \$20 for 1904	6 %	\$345	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	{ \$1,000,000 Tls. 100,000 Tls. 50,000 \$2,000,000 \$40,000 \$331,453 \$1,043,930 \$1,152,384 }	Nil. \$4 1/2 for year ended 30.6.1905	5 %	\$96	
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 100,000 Tls. 50,000 \$2,000,000 \$40,000 \$331,453 \$1,043,930 \$1,152,384 }	Tls. 302,053 Final of 7/6 making 15/- for 1904	5 1/2 %	Tls. 95	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$331,453 \$1,043,930 \$1,152,384 \$750,000 \$50,000 \$1,000,000 \$241,893 }	\$2,330,112 \$4 1/2 for 1904	5 %	\$793	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$218,093 \$2,221,928 }	\$486,284 \$12 and \$3 special dividend for 1903	7 1/2 %	\$180	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$218,093 \$2,221,928 }	\$329,047 \$6 dividend & \$1 bonus for 1905	8 %	\$89 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,221,928 }	\$422,618 \$25 for 1904	8 1/2 %	\$300 ex div.	
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$5,000 \$261,638 \$88,941 }	\$8,832 \$3 1/2 for year ended 30.6.1905	5 %	\$32 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$250,000 \$200,000 \$154,331 \$120,000 }	Nil. \$1 for second half-year 1905	8 1/2 %	\$40 buyers	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$154,331 \$120,000 \$241,150 \$23,999 }	\$21,080 \$1 for 1904	8 1/2 %	\$24 buyers	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ £241,150 £23,999 Tls. 25,000 }	£4,435 Tls. 43,762	12/- @ 1/10 = \$6.29 51 for 1904	6 1/2 %	\$95
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 25,000 Tls. 400,000 £4,144 }	Tls. 43,762 Tls. 107,815	{ Interim of Tls. 2 for 1905 } { Interim of Tls. 1 1/2 for 1905 }	7 1/2 % 7 1/2 %	Tls. 60 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	{ £4,144 \$65,000 \$24,157 }	\$929 { \$1.80 } { \$0.90 } for year ending 30.6.1905	5 1/2 % 4 %	\$32 buyers \$23 buyers	
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$400,000 \$21,075 \$130,153 }	\$21,231 \$10 for 1904	7 %	\$147 1/2 buyers	
Straits Steamship Company, Limited	5,000	\$100	\$100	{ \$130,153 Tls. 98,000 Tls. 195,479 Tls. 48,000 Tls. 81,200 }	Tls. 13,914 Final of Tls. 2 making Tls. 4 for 1905	1 1/2 %	Tls. 36	
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	{ Tls. 81,200 }				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$450,000 \$150,000 Tls. 100,000 }	\$42,812 Dr. \$85,987 Tls. 3,733	Interim of \$10 for 1905 \$3 for 1897 Tls. 2 1/2 for year ending 30.6.04	19 % Tls. 70 sales	
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none }				
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 }				
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £80,000 £26,011 none }	£13,355 G. \$90,050	Final of 1/- (No. 5) Final of 50 cents making G. \$1 for 1905	Tls. 9.90 sales G. \$16	
Original Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none }				
Prub Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 }	Dr. £8,745	No. 12 of 1/- = 48 cents	\$3 1/2	
DOCKS, WHARVES & GODOWNS.								
Farnham (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	{ Tls. 1,000,000 \$70,000 }	Tls. 34,924 \$8,577	Interim of Tls. 4 for year 1905/6 \$3.75 (on old capital) for 1904	10 % Tls. 118 \$23 sellers	
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$250,000 \$58,423 \$10,000 \$300,000 }	\$29,422	Interim of \$2 1/2 for 1905	4 1/2 % \$106	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$49,500 \$188,000 Tls. 487,210 }	\$362,232 \$2,221	\$6 for second half-year 1905 \$1 for 1905	7 1/2 % 6 %	\$155 \$17
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$6 1/2	\$6 1/2	{ Tls. 487,210 Tls. 59,880 Tls. 17,500 }	Tls. 10,711 Tls. 2,762	Interim of Tls. 6 for 1905 Tls. 18 for 1904	5 1/2 % 8 1/2 %	Tls. 217 1/2 sales Tls. 215 sales
New Amoy Dock Company, Limited	10,000	\$6 1/2	\$6 1/2	{ Tls. 59,880 Tls. 17,500 }				
Shanghai and Hongkew Wharf Company	37,000	Tls. 100	Tls. 100	{ Tls. 59,880 Tls. 17,500 }				
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	{ Tls. 17,500 }				
LANDS, HOTELS & BUILDING.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none }				
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$14,516 Tls. 34,000 Tls. 8,000 }	39,028 Tls. 806	First year \$2 1/2 for year ended 30.6.1905	Tls. 100 \$31 8 %	
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	{ Tls. 8,000 }		Interim of Tls. 5 for year 1905/6	8 %	
Central Stores, Limited	6,000	\$15	\$12 1/2	{ \$20,000 }	\$1,502	{ Final of 60 cents making \$1.80 for 1904 } { None }	10 % \$18 buyers	
Do. (Founders)	123	\$15	\$12 1/2	{ \$20,000 }				
Do. (New Issue)	24,000	\$15	\$7 1/2	{ \$20,000 }		Preferential of 7 per cent for 1904	7 % \$7 1/2 sales	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$24,071 }	1619	\$5 for second half-year 1905	7 % \$140 ex div.	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 Tls. 24,986 }	\$67,839 Tls. 7,202	Final of \$3 1/2 making \$7 for 1905 Interim of Tls. 1	6 % 14 %	\$115 Tls. 17 buyers
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	{ Tls. 24,986 }	\$4,699	Final of \$6 making \$10	10 % \$100	
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$208,386 \$50,000 }	\$5,070	82 cents for 1905	7 % \$112 sales	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ none }	\$574	\$2 1/2 for 1905	7 % \$35	
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ Tls. 909,593 Tls. 170,000 }	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 % Tls. 112 buyers	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	{ Tls. 170,000 }				
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	{ none }	Tls. 474	Final of Tls. 2 1/2 making Tls. 5 for 1905	12 1/2 % Tls. 42 1/2	
Tientsin Land Investment Company, Limited	7,728	Tls. 100	Tls. 100	{ Tls. 71,588 }	Tls. 385	Final of Tls. 5 making Tls. 8 for 1905	7 1/2 % Tls. 110	
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$772	Final of \$1.90 making \$3.65 for 1905	7 % \$53	
COTTON MILLS.								
Lwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,939 }	Tls. 100,000	Tls. 8 for year ended 31.10.1905	13 1/2 % Tls. 60 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000 }	\$23,264	\$1 for the year ending 31.7.05	6 % \$17 sales	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000 }	Tls. 18,718	3 % a/c 1898	Tls. 60 buyers	
Lao-ung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	Tls. 30,765	Tls. 8 for 1905	12 % Tls. 67 buyers	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,436 }	Tls. 35,985	Tls. 25 for 1905	9 1/2 % Tls. 255 ex div.	
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none }	\$1,066	\$7 for 1905	7 1/2 % \$93	
Bell's Asbestos Kastera Agency, Limited	8,004	£12 1/2	£12 1/2	{ £314 }	\$1,770	1/3 per share for 1904	9 % \$30 buyers	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$8,000 }	\$1,182	\$3 for 1904	8 1/2 % \$36	
China-Borneo Company, Limited	60,000	\$12	\$12	{ none }	Nil.	\$1 for 1904	10 % Tls. 87 1/2 buyers	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 30,000 }	Tls. 718	Interim of Tls. 5 for 1905	10 % \$10	
China Light and Power Company, Limited	50,000	\$10	\$10	{ none }	\$3,739	None	0 % \$0 sales	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$8,000 }	\$1,581	80 cents for 1905	7 1/2 % \$16	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$410,000 \$500,000 }	\$2,864 \$52,291	\$1.20 for year ending 31.7.1905 \$2 dividend and 50 cents bonus for 1904	7 1/2 % 8 1/2 %	\$30 buyers \$30 sales
Green Island Cement Company, Limited	150,000	\$10	\$10	{ \$500,000 \$180,000 }	\$52,291 \$7,551	Final of \$4 1/2 making \$2 1/2 for year 29.2.05	10 % \$25 sales	
Hall & Holt, Limited	21,000	\$20	\$20	{ \$180,000 }	\$7,551	{ \$1.00 } { 50 cents } for year ending 30.4.1905	6 % \$161 buyers	
Hongkong Electric Company, Limited	30,000	\$10	\$10	{ none }	\$2,151	\$15 for year ending 30.11.1904	7 % \$215 buyers	
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$50,000 \$80,000 }	\$2,705 \$3,776	Final of \$15 making \$19 for 1905	8 % \$235	
Hongkong Ice Company, Limited	5,000	\$125	\$125	{ \$60,000 }	\$11,137	\$10 for 1904	7 % \$152 buyers	
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	{ \$25,000 }	\$88	Final of 50 cents making \$1 for the year	10 % \$10	
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	{ none }	\$21,682	Interim of \$5 for 1905	9 1/2 % \$145 buyers	
Lane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	{ Tls. 528,210 Tls. 19,465 }	Tls. 35,849	{ 4th interim of Tls. 7 1/2 paid 15.12.05 making } { in all Tls. 2 1/2 for 1905 }	9 1/2 % Tls. 229 sales	
Maatschappij tot Mijne, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ none }	Dr. Tls. 117,638	Tls. 5 for 1902	11 % \$52 1/2 buyers	
Mondon (L. L.) Limited	7,000	Tls. 50	Tls. 50	{ none }	Dr. P. \$5,619	None	0 % \$50	
Philippine Company, Limited	67,500	\$10	\$10	{ none }	Dr. \$16,455	{ Tls. 3 1/2 final & Tls. 1 1/2 bonus making } { Tls. 8 1/2 1905 }	6 1/2 % Tls. 125 ex div.	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	{ none }		Tls. 6 for 1904	9 % Tls. 674 sales	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 }	Tls. 11,017	Final of Tls. 8 making Tls. 14 for 1905	9 % Tls. 154 sales	
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	{ Tls. 45,000 }	Tls. 9,751	Interim of Tls. 2	10 % Tls. 60 sellers	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 37,000 Tls. 8,000 }	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905	9 % Tls. 154 sales	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 25,000 }	Tls. 1,297	Interim of Tls. 2	10 % Tls. 60 sellers	
Shanghai Waterworks Company, Limited	{ 7,200 7,200 }	{ £20 £20 }	{ £20 £20 }	{ Tls. 170,000 }	Dr. Tls. 17,220	Interim of 15/- for 1905	10 % Tls. 310 cum new	
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	\$5,068	None	0 % \$20	
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none }	\$1,134	\$5 cents for year ended 31.5.05	8 1/2 % \$60 buyers	
Straits Ice Company, Limited	2,000	\$100	\$100	{ \$25,000 }	\$700	\$5 for 1905	7 1/2 % Tls. 110	
Straits Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 8 1/2 for 1904/5	7 1/2 % Tls. 110	
Tientsin Waterworks Company, Limited	9,000	\$10	\$10	{ \$22,000 }	\$551	{ \$0 cents } { \$1.80 } for year ended 31.5.1905	9 % \$180	
Caledonian Asbestos Oriental Agency, Limited	100	\$10	\$10	{ \$302,000 \$25,000 }	\$6,096	Interim of 50 cents for 1905	7 1/2 % \$13 buyers	
Do. (Founders)	100	\$10	\$10	{ \$302,000 \$25,000 }				
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$302,000 \$25,000 }	\$6,096	Final of 70 cents making \$1.20 for year 1904/5	10 1/2 % \$11 buyers	
William Powell, Limited	15,000	\$10	\$10	{ \$4,500 }	\$676			